



THE IDAHO & WASHINGTON NORTHERN RAILROAD BRIDGE  
Erected 1910; over Pend Oreille River, near Ione, Washington; painted with CARBONIZING COATING.



ARMOUR-SWIFT-BURLINGTON MISSOURI RIVER BRIDGE  
(Fratt Bridge); Kansas City, Mo.; McClintic-Marshall Construction Company, Contractors.  
19,000 tons; erected and painted with CARBONIZING COATING in 1911.



UNION PACIFIC RAILROAD BRIDGE  
Over Missouri River at Omaha, Nebr.; cleaned and painted during summer of 1906; part of door system receiving two coats, and all overhead surfaces one coat of CARBONIZING COATING; repainted with Carbonizing Coating in 1913; one coat seven (7) years service.  
We are informed the best previous record for a paint on this bridge was three (3) years.



TWENTIETH STREET VIADUCT  
Denver, Colo.; erected during 1909 and 1910; painted with CARBONIZING COATING, the  
never-failing Preserver of Steel.



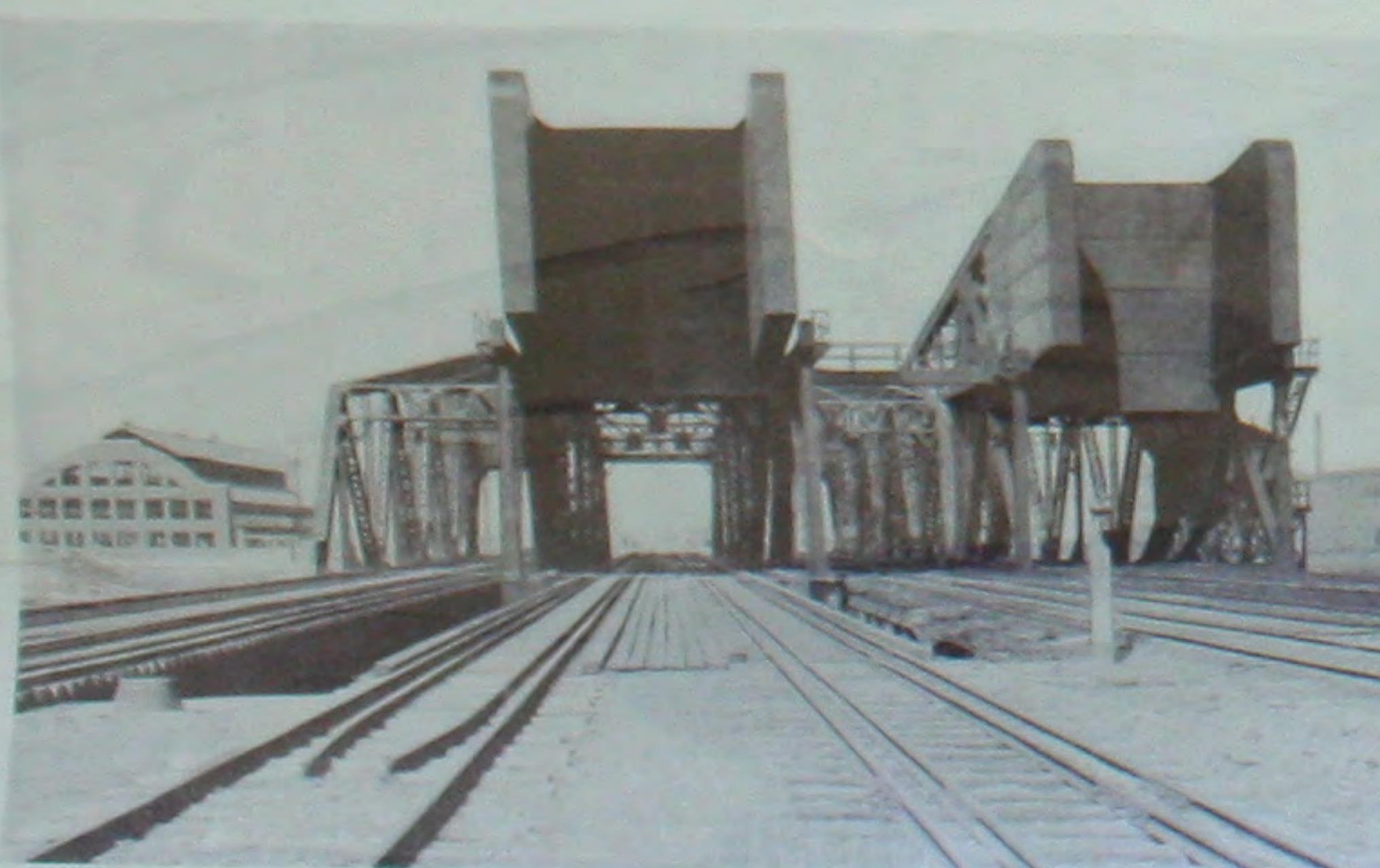
MARKHAM GULCH VIADUCT  
On Bingham & Garfield Railroad, Bingham Canyon, Utah; 220 feet high; erected and painted  
with CARBONIZING COATING 1911.



THE NEW CANTILEVER BRIDGE  
Of the Pittsburgh & Lake Erie Railroad, New York Central Lines, over Ohio River at  
Beaver, Pa.; weight 16,000 tons; erected in 1910; this bridge cleaned and painted two coats  
of CARBONIZING COATING during summer of 1911.  
CARBONIZING COATING is the only Reliable Preserver of Iron and Steel.



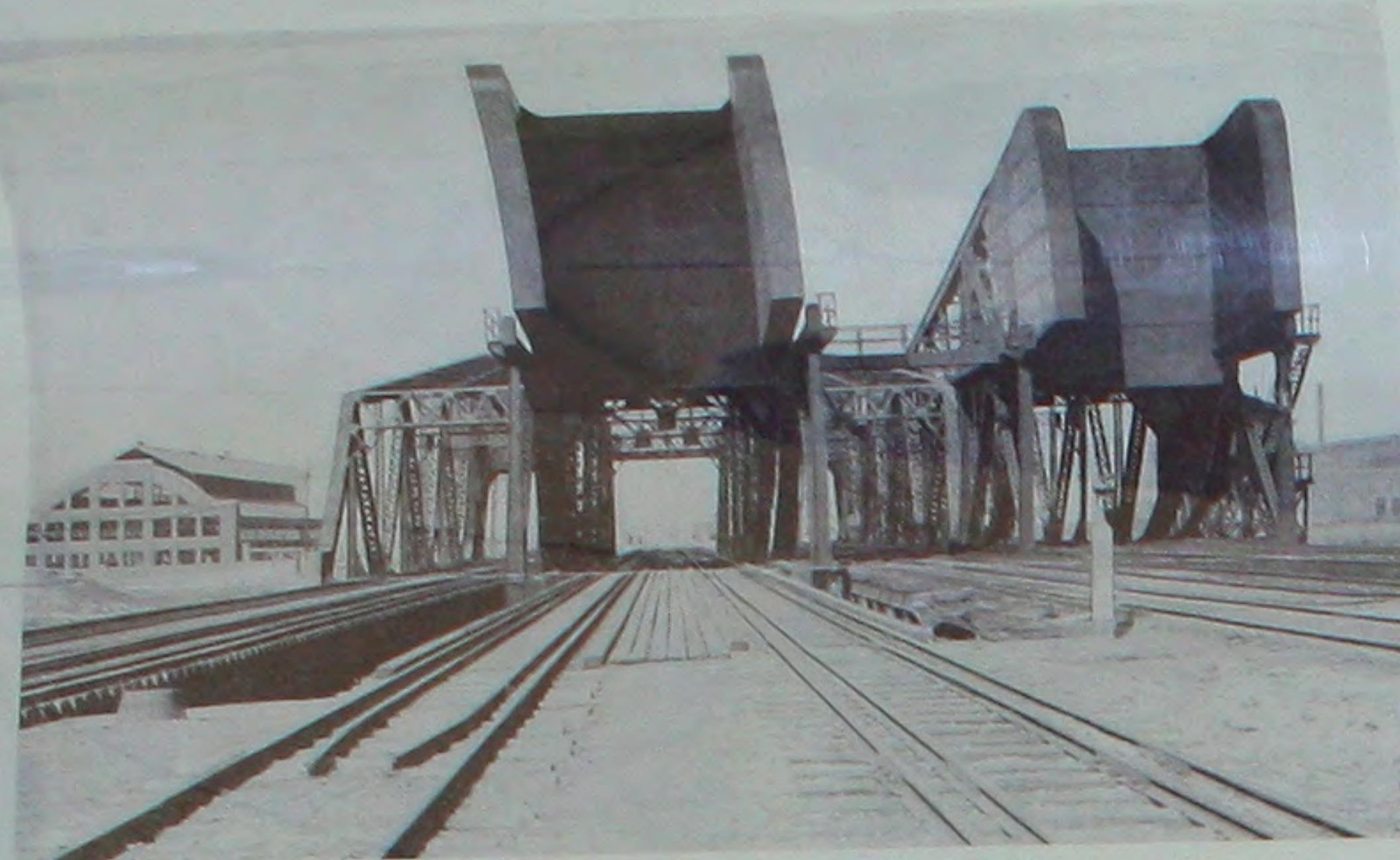
COALING STATION, NEW YORK CENTRAL LINES, ROCHESTER, N. Y.  
Painted with CARBONIZING COATING PAINT.



EIGHT TRACK ROLLING LIFT BRIDGE  
Of the Sanitary District, Chicago, Ill.; two west sections operated by Pan Handle Railroad  
Company, and the far east section operated by Chicago Junction Railroad Company; painted  
with CARBONIZING COATING.



ERIE RAILROAD, PENHORN CREEK VIADUCT, JERSEY CITY, N. J.  
Four-track structure 2550 feet long; erected 1910; fifth section painted with CARBONIZING  
COATING.



EIGHT TRACK ROLLING LIFT BRIDGE  
Of the Sanitary District, Chicago, Ill.; two west sections operated by Pan Handle Railroad  
Company, and the far east section operated by Chicago Junction Railroad Company; painted  
with CARBONIZING COATING.



CENTER STREET BRIDGE OF PENNSYLVANIA RAILROAD, NEWARK, N. J.  
Double-deck bridge; painted one coat CARBONIZING COATING 1911.



THE NEW CANTILEVER BRIDGE  
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Beaver, Pa.; weight 16,000 tons; erected in 1910; this bridge cleaned and painted two coats  
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COALING STATION, NEW YORK CENTRAL LINES, ROCHESTER, N. Y.  
Painted with CARBONIZING COATING PAINT.



ERIE RAILROAD, PENHORN CREEK VIADUCT, JERSEY CITY, N. J.  
Four-track structure 2550 feet long; erected 1910; fifth section painted with CARBONIZING  
COATING.



RAILWAY SHOPS OF ATLANTIC COAST LINE RAILROAD CO., AT WAYCROSS, GA.  
Erected 1906-1907; all iron and steel painted with CARBONIZING COATING.



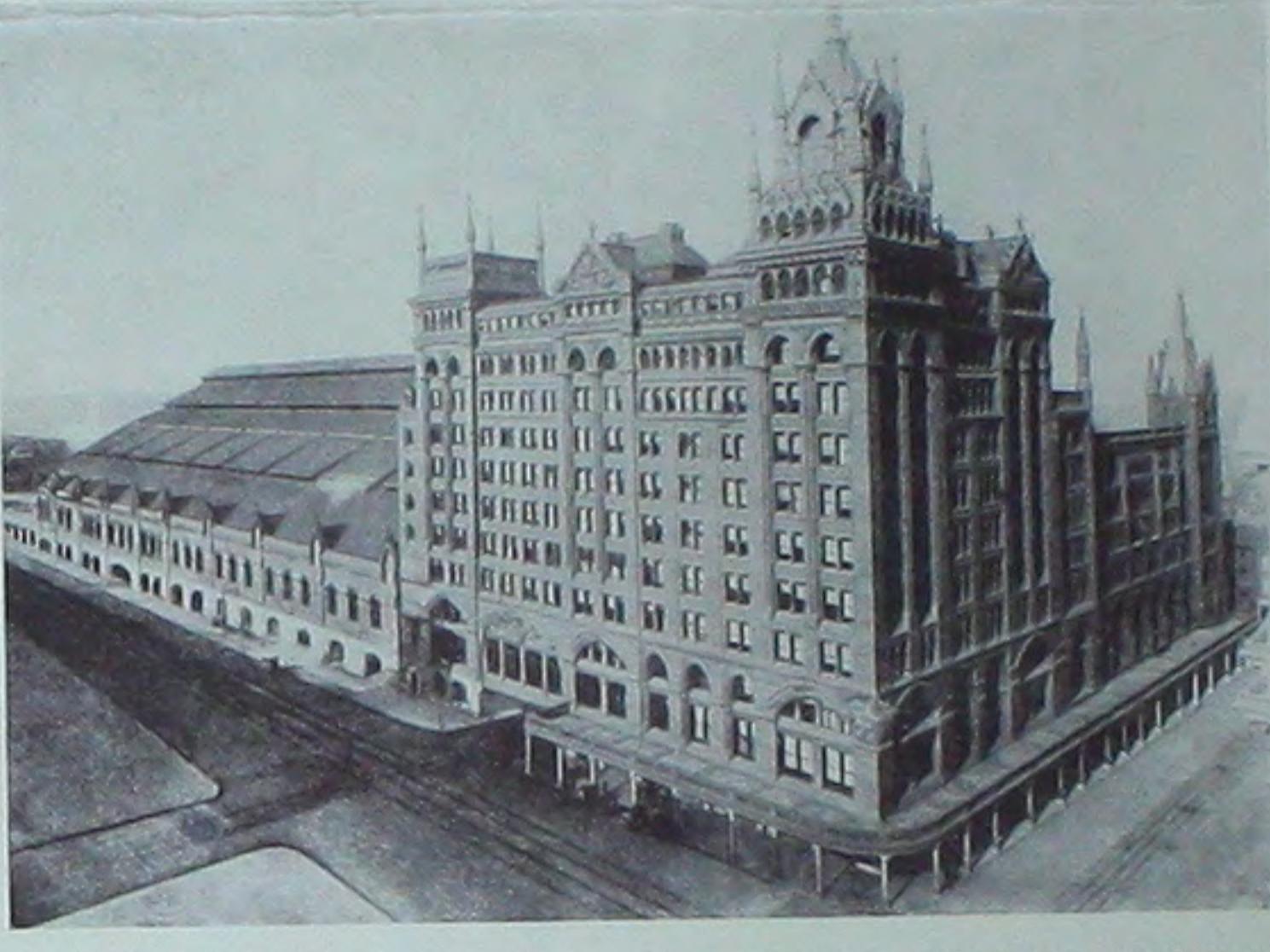
PARTIAL VIEW OF FLORIDA EAST COAST LINE RAILWAY  
Construction over Florida Keys, portion of which was painted with CARBONIZING  
COATING.



COLORADO RIVER BRIDGE  
Of the San Antonio & Arkansas Pass Railway, near Altair, Texas; 275  
feet through riveted structure; erected by the Virginia Bridge & Iron  
Company at Memphis Shops; painted with CARBONIZING COATING.



PENNSYLVANIA RAILROAD COMPANY PASSENGER STATION  
AND TERMINAL, PITTSBURGH, PA.



PENNSYLVANIA RAILROAD COMPANY PASSENGER STATION  
AND TERMINAL, PHILADELPHIA, PA.



WIND RIVER BRIDGE  
Spokane, Portland & Seattle Railway (Hill System). Painted with  
CARBONIZING COATING.



COLUMBIA RIVER BRIDGE  
Chicago, Milwaukee & St. Paul Railroad Company, Beverly, Washington; erected 1907;  
painted with CARBONIZING COATING.



PENNSYLVANIA RAILROAD BRIDGE  
Across the Potomac River at Washington, D. C.



MISSOURI RIVER BRIDGE  
Chicago, Milwaukee & Puget Sound Railway, Lombard, Montana.

**CARBONIZING COATING Paint reduces Maintenance Expense and First Cost to a Minimum**

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London, E. C., England

**THE GOHEEN MANUFACTURING COMPANY**

CANTON, OHIO, U. S. A.